In the Claims:

1. (Previously Amended) A flight information display for a flight deck of an aircraft, the display showing a side view of a flight path or area directly in front of the aircraft having a selected distance of at least 0.5 nautical miles, the aircraft having means for determining the aircraft's location, the location determining means having a minimum accuracy, the display comprising:

a pictorial representation to scale of a profile of highest elevations of a swath of terrain along the path area, a width of the swath being at least 0.1 nautical miles and no greater than a distance of the minimum accuracy of the location determining means;

an icon representing the aircraft, the icon being positioned on a left or right side of the display, the altitude of which is to scale with the height of the terrain; and

an altitude reference scale.

2. (Previously Cancelled)

3. (Previously Cancelled)

4. (Previously Amended) A flight information display for a flight deck of an aircraft, the display comprising:

an icon having a fixed position on a left side of the display representing the aircraft;

a vertical altitude reference scale which changes as altitude of the aircraft changes so that an altitude number horizontally aligned with the icon is current altitude of the aircraft, the icon being located vertically along the altitude reference scale while always being in view of a user; and

a pictorial representation of a lateral view of terrain directly in front of the aircraft.

5. (Previously Added) The display of Claim 1, further comprising a top-down display of a range of terrain in front of the airplane to a compass rose, wherein the selected distance shown in the side view is at least half the range of terrain shown on the top-down display.

6. (Previously Added) The display of Claim 5, wherein the selected distance shown in the side view is no greater than two times the range of terrain shown on the top-down display.

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7. (Previously Added) The display of Claim 5, wherein the selected distance shown in the side view is the range of terrain shown on the top-down display.

8. (Previously Added) The display of Claim 1, wherein the swath is substantially rectangular, the length of a first section of the swath extending along a track of the aircraft from a nose of the aircraft to about 2.5 nautical miles from the nose of the aircraft, the width of the first section of the swath extending about 0.25 nautical miles about the track of the aircraft.

9. (Previously Added) The display of Claim 8, wherein the length of a second section of the swath extends from about 2.5 nautical miles from the nose of the aircraft to about 5 nautical miles from the nose of the aircraft, the width of the second section of the swath extending about 0.75 nautical miles about the track of the aircraft.

10. (Previously Added) The display of Claim 9, wherein the length of a third section of the swath extends from about 5 nautical miles from the nose of the aircraft to an edge of the display, the width of the third section of the swath extending from about 1 nautical mile about the track of the aircraft to about 8 nautical miles about the track of the aircraft.

11. (Previously and Currently Added) The display of Claim 1, wherein a boundary of the swath rotates away from the track of the aircraft in a direction of a turn, the boundary rotating from a rotation point at the origin of the track of the aircraft.

12. (Previously and Currently Added) The display of Claim 11, wherein the swath rotates Ø/2 degrees, where Ø is a bank angle of a non-accelerated, constant altitude turn.

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